re ariticisms to which they have been consequence, served to make them t and active in the discharge of their al New-York policemen were detailed subjected in consequence in the discharge of their divestality alert and active in the discharge of their divestality alert and active in the discharge of their divestality and the stairway where the accident occurred, and at the stairway where the accident occurred, and those who showed an inclination to linger were politically told to move on; and all along the Bridge politically at the elevated platforms surrounding the plans, were very rarnest and decided in their efforts to keep every one moving ahead. Several people who suffered slight wounds in the panie visited the scene of the struggle, and explained to accompanying friends the precise places in which they fought for their lives, much as veterans revisit battle-grounds. A still smaller number came to see the spot where some member of their own family had met death, and these were easily identified by tearful eyes and a display of emotion which could not be repressed.

ARRANGEMENTS FOR THE FUNERALS.

A mourning company of women sat in an upper room at No. 36 Montgomery-st. yesterday after-noon. The women sat around the room speaking in hushed tones concerning the virtues of Mrs. Riordan, whose body lay in a cloth-covered coffin in the center of the room. On the coffin lay a beautiful wreath of flowers, while the light from six caudles burning at the head cast shadows on the face of the deceased woman as it shone through the borders of myrtle that surrounded the coffin. Mrs. Riordan was the wife of William J. Riordan, the proprietor of a livery stable, over which the family lived. The funeral arrangements were completed at a late hour last night, as the father was desirous that his son, who is at the New-York Hospital, should attend the funeral. This being deemed inadvisable by the hospital surm St. Mary's Roman Catholic Church, in Grand-st., near Montgomery-st. A requiem mass will be celebrated at half-past 9 o'clock, and the funeral procession will leave the church at 12:30. The body will be interred in Calvary Cometery. Mrs. Riordan, with her son and Miss Bessie Leahy, a niece, was going toward Brooklyn when the crush occurred. The three were separated at Miss Leaby was thrown down and her slothes were torn, but she was not injured. She new the boy after the separation for a moment, but was unable to reach him. She then lost sight of him and went home, thinking that he was with his mother. Mr. Riordan said that he recognized his wife in the hospital by her rings, as her face was greatly distingured; but when the body was taken home the rings were missing. Mr. Murphy, of No. 66 Madisou-st., the undertaker who removed the body from the hospital, said that there were no rings on her hands when he was given charge of the body. At the New-York Hospital the surgeon in charge said that he had heard of the ng rings, but added that he knew nothing about them. When asked if it were customary to smove rings and other jewelry from the bodies of d persons he said that it was the rule to take the jewelry from patients when brought to the hospital and give it to them when they went away ; "but," he added, "the superintendent has not taken these

The funeral of William H. Craft, of No. 430 Grand-st., will be held this evening at half-past 7 o'eleck in the Allen Street Methodist Episcopal Church, and the burial will take place to-morrow morning in Greenwood Cometery. Mr. Craft was born in Green Farms, Conn., and was fifty-eight years old. He left a widow, four sons and a

probably, and the other ceremonies incident at a Chinese burial will also be performed. The body will be taken to the Evergreens Cemetery for in-terment." The body of the Chinaman was taken to Kennedy's undertaking shop in Pearl-st., yesterday afternoon, where it remained all the evening. Just before midnight Coroner Kennedy said that he had been ordered to take it to No. 176 Libertyst., where a friend of the dead man should call for it, but up to that hour he had not called. The Coroner added that it was possible that the body would not be removed until it was taken to the

it, but up to that hour be had not called. The Coroner added that it was possible that the body would not be removed until it was taken to the cometery.

One of the saddest meidents of the disaster was the death of Mrs. Emma C. Sherwood, of Bridgeport. Her husband is the captain of a New-York tugboar, and abe had come to New-York for a few days visit, bringing with her a little daughter, Alice, five years of age. A party including, besides them. Mr. and Mrs. G. W. Stiles and their daughter Mattic, and Mrs. G. W. Stiles and their daughter Mattic, and Mrs. G. W. Stiles and their daughter Mattic, and Mrs. Gr. W. Stiles and their daughter Mattic, and Mrs. Gr. W. Stiles and their daughter Mattic, and Mrs. James Stiles, of Clifton, came over to New-York, I. Spass the day and in the afternoon started to cross the Bridge. Mrs. Sherwood was a very stout, the show woman, and in crossing the Bridge she led by the hand little Mattic Stiles, saying to her lattphingly, as the crowd grew thicker, that "she was big cough to protect her from the people." When found afterward she lay with her body across the child, clasping her by the hand still. Her own body was badly brussed and the clothes nearly four from her, but the child and her own daughter were unhurs. Mrs. Sherwood's body was taken early yesterday morning from the Chambers Street Hospital to No. 257 Grove-K., Jersey City, and will be carried to her home in Bridgeport to-day for burial. Mrs. Elisa Karten is the wile of Louis Karten, a German barber at No. 185 Griffith-st., Jersey City Heighte. The whole neighborhood was expressing sympathy with the bereaved husband yesterday, coming in orowfate to his home. To a Trillaun; respectively more still the store, thus adding in the support of the family. When a strong and the we so were a large and the could to hold her my. It was a big woman and weighed most two hundred pounds. My God! when that crowd pushed so hard I do all that I could to hold her my, but she was alled at the was a native of resistance. Hargaret, a girl of

Smith is suffering from severe bruisse and internal injuries that searchy permit her to move. Her husband was born in Ponghkeepsis, where his parents are living. She has four children, the youngest of whom is a baby and the oldest only twelve years of age. They are without means of support and live at No. 41 Watte-st. The mother and sixer of Mrs. Smith attended to her yesterday, but the time of the funeral was not set. It will be held at the Bedford Street Methodist Episcopal Church, which the family attend, and will probably take place on Sunday.

family attend, and will probably take place on Sunday.

The last body taken from the Chambers Street Hospital was the one identified as that of Maude Crawford. Hasbands, parents and friends had cared for the others, and even that of the Chinaman had been taken in charge by his own race; but it was not until nearly 6 p. m. that an undertaker came for this corpse. It had been identified on the previous evening by a slender, well-dressed young man with light hair and mustache, who was said to be her husband, Charles C Crawford, a clerk at Arnold, Constable & Co.'s but another report said that she lived with a man who went by the name of Richie as his wife, at No. 146 West Thirty-seventh-st. The face was handsome, notwithstanding it was bruised and discolored, and the head was covered with a mass of light brown hair.

withstanding it was bruised and the withstanding it was bruised and the bead was covered with a mass of light brown hair.

A tall elderly man at the house on Thirty-seventh-st said in reply to the reporter's inquiry:

"Mr. Crawford is not at home; he is out on Long Island, but he will be at home this evening and the body will be cared for."

"Are any of the relatives living in the city?"

"I cannot say; she only came to live here the first of the month."

"Do you know where she came from?"

"No; I think from Illinois."

"Was she with any friend when the accident happened on the Bridge?"

"I can't say; I think there was a lady friend with her."

"I can't say; I think there was a lady friend with her."

"Can you tell me who the friend was?"

"No, I don't know her. I don't know anything about the affair at all."

In the evening the house was closed and dark; there seemed no one within, and there was no crape on the door. A neighbor said that the body had been brought there and then it was immediately taken away again. Mrs. Crawford, she said, rented the house in May and lived alone with one colored servant, and received little company. She had seen her leave the house on Wednesday afternoon, nicely dressed, wearing a bracelet on her arm of a snake pattern with several jewels in it, and a diamond ring. She had noticed Mrs. Crawford wear this jewelry before, and she had heard fhat her clothes were torn and there was no jewelry about her when taken from the Bridge.

The policeman on the best said: "Mrs. Crawford's house was always quiet and orderly, and Mrs. Crawford was very lady-like, and as handsome a woman as you can see on the street any day."

THE BROOKLYN VICTIMS.

The funeral of Jerusha Baidzarian took place yesterday afternoon from her home, 302 Plymouth-st. Brooklyn. The Rev. S. B. Halliday, assistant paster of Pilymouth Church, conducted the services. Mr. Baidzarian is confined to his bed and remains in a semi-conscious condition. The only child, Charles, a boy of seventeen, was the only relative present during the funeral services. He said to a reporter that he could not imagine how he escaped when his mother was killed. He distinctly remembers being thrown violently to the ground, and the result of his tall is apparent from his lacerated face and black eye. He said that his mother and himself have only been in this country about fifteen months, but the father has been here about fifteen

years.
Eddie Colburn lay in a little white coffin in the front parier of his home, 187 South Eighth-st., Brooklyn, yesterday afternoon. His mother and father and two younger brothers, who were his companions at the time of the disaster, spent the day in trying to recall some of the incidents immediately connected with his death. Mr. Colburn said that he had charge of Edward at the time of the disaster. Church, and the burial will take place to-morrow morning in Green wood Cametery. Mr. Craft was born in Green Farma, Conn., and was fifty-eight years old. He left a widow, four sons and a daughter. His second oldest son, who is a member ber of the 71st Regiment, said yosterday that his father left Ridley's store, where he had been employed uine years, about 3:15 p. m. on Wednesday and went down to the Bridge without returning to his house, as he probably thought none of his family were at home. "When he did not come to take," continued the son, "we were alarmed, and as soon as the news of the accident reached us I went to the hospital and recognized him. We had his body brought home last night. The Rev. J. H. Blansbury, of the Allen Street Church, where father was a leading member for nearly thirty years, will conduct the services."

The Chinaman who was killed was said to be Ah Ling, but no such name was known in Mott-st, until a reporter met James Baptiste, who has been twenty years in America, and has discarded the Chinces costume. He said: "Ah Ling was the nuclear man, whose real name was Chong Hopou. He was a poor man and did not belong to either of the two Chinese benevolent societies. There will be a small funeral at 2 p. m. to-morrow, from No. 176 Cherry-st, where his body is to be taken to-night. The usual ceremony of dropping paper for the purpose of diverting the devil's attention from the corpse will be observed probably, and the other ceremonies incident at a grobably, and the other ceremonies incident at a grobably, and the other ceremonies incident at a complete the propose of diverting the devil's attention from the corpse will be observed probably, and the other ceremonies incident at a grobably, and the ot and chain on when she was brought to the hospital. He inquired of one of the nurses for information on the subject and says that he was treated badly, and was told that he ought to be thankful that the body was safe, without looking after any jewelry. Mr. Hennessey subsequently connumed Mr. Hoiland's statement. At the hospital Superintendent Parks said that he was in possession of some jewelry and miscellancous articles, but none of them corresponded to the description of the articles said to have been worn by Mrs. Hennessey. He had not heard of any accusations against any of his assistants. He said that if the jewelry was brought into the nospital, it could be obtained by proper persons. It was stated that a man had called, purporting to be Mrs. Hennessey's husband, and had claimed the jewelry. The funeral of Mrs. Hennessey will take place or Sunday at St. Mary's Roman Cathoic Church, of which she was a member. Father Murray, the pastor, will officiate.

THE INJURED AT THE HOSPITALS. Of the sixteen injured persons who were the Chambers st., St. Vincent's and the New-York Hospitals, five were able to go to their homes by two o'clock yesterday. These were Minnie Smith, of No. 258 Houston-st., from Chambers-st.; Albertina Bonnet, of No. 139 Division-st., from the New-York Hospital, and those that from St. Vincent's: The child Edward Docherty, of No. 152 Ferry st., Newark, who was able to walk when assisted by his mother; Charles Eberwein, age eleven, of No. 331 East Fifty-four-h-st, whose right ankle was fractured and Mary Distler, eighteen years old, the girl who was crazed from concussion and shock. She slept well during the night, with the influence of opiates. and swoke with a clear mind. Her friends insisted on taking her to her home, at One Hundred and Third-st. and Second-ave., against the advice of House Surgeon Benedict, although she was so much better that he apprehended no serious resalts from the removal. The young woman was

taken away at 10 o'clock.

The following, all of whom were doing well, re mained at the Chambers-st. Hospital: Elizabeth O'Srien, age eleven; Mary O'Donovau, of No. 232
Cherry-st; Ella Requa, age seven, who remained unconscious during most of the day, but whose symptoms were regarded as favorable; Mattie O. Styles,
o't No. 257 Grove-st., Jersey City, and Mrs. Charles
Vogeley, of No. 32 West Twenty-sixth st. Those
left in the New-York Hospital were Francis Barrett,
age nine, of No. 19 Mott-st., whose left leg and arm
were broken; Margaret Gallagher, age thirty-two,
whose home is in Madison-st., near Scammel-st.,
Mrs. Margaret Ryan Haggerty, age twenty, of No.
230 Cherry-st.; Mrs. Wilhelmina Loewe, age sixty,
of No. 190 Monroe-st., and Thomas Riordan, of No.
38 Montgomery-st. All of these appear out of danger except Thomas Riordan, internally injured,
who had fallen into a comatose state. The house
surgeon was uncertain regarding his recovery.
An unknown German boy is on the register at the
Chambers-st. Hospital among the injured. The
superintendent said that a German and his wife and
child were driven to the hospital after the accident
and they tried to indicate that they wished the boy
attended to. He seemed to have a fractured skull.
As the applicants spoke only German, they could
not make their wishes understeed, and so drove
away. The boy was put down among these injured
at the Bridge, although this was not certain.

The friends of all the injured made inquiries at
the hospitals during the day. Besides these, a great
many people sought information regarding missing
friends. "It seems as if everybedy who has not
seen a triend since yesterday has been here to ask
about him," the superintendent mid. No further
cases of persons injared were known at the hospitals,
however.

At a late hour Mary Dixtler's condition was still O'Brien, age eleven; Mary O'Donovau, of No. 232 Cherry-st.; Elia Requa, age seven, who remained un-

cases of persons injared were known at the hospitals, however.

At a late hour Mary Distler's condition was still favorable. She was conscious during the day, but suffered somewhat from pain about the eyes and chost. Mrs. Margaret Ryan Haggerty at the New-York Hospital, had relapsed into unconsciousness, yet her condition was not considered critical. Thomas Riordan was in a critical state, yet, because of his youth, the house surgeon thought his chances for recovery good. Little Mary Thompson, at 85. Vincent's Hospital, was also not not not proved the day, yet her chances for recovery

unable to determine whether her skull was had tured or not.

William G. Earnshaw, age forty-four, of No. 316
Water-st., applied at the New-York Hospital yesterday, with a two weeks tleket from the secretary of the Society for the Improvement of the Condition of the Poor, which stated that he was suffering from contusion of the thigh, received by being crushed at the Bridge on Wednesday. He was admitted.

crushed at the Bridge on Wednesday. He was admitted.
William Bowers, age eighteen, of No. 295 Franklin-st., Brooklyn, was reported at the hospital by
his brother as missing last night. Young Bowers
left home on Wednesday at 7:30 a. m., and had not
returned home. He had spoken of going to Nyack,
but his brother heard that he crossed the Bridge
on Wednesday with a friend named Watson, and so
it was possible that he had been but. Bowers is in
the employ of A. Person, Harriman & Co., importers,
of No. 457 Brooms-st.

CONDITION OF THOSE TAKEN HOME.

The injuries to Mrs. David Chambers, of No. 116 King-st., proved yesterday to have been less severe than was anticipated on Wednesday evening. The hemorrhage had ceased, and beyond some bruises and the aches and pains incident to being crushed to insensibility, she was all right. Mr. Chambers, in speaking of the accident, said: "I was adverse to going on the Bridge that afternoon, but a nephew had come down from Yonkers purposly to see the Bridge, and it was on his account that we went. There were in our party myself and wife, our two little boys, my nephew. my daughter, age nineteen, and a Miss Osborn. We had just passed the steps when we were caught in the jam. Some young men ran down the railing and begged the crowd to keep back, but they might as well have talked to the winds. I succeeded in getting my two little boys to a place of safety on the roadway and then returned to find my wife and daughter. By the time I got back on the foot passage there was a mass of people eight or ten deep at the foot of the stairs. A number of men were trying to pull the bodies out. The first man we got out was a large gray-whiskered man. As soon as we got him out he went back with the crowd to hunt for his boy. It was some time before I found my wife. She had been taken from under the pile of people unconscious. Her face was covered with blood and her clothes had been torn to ribbons. She was placed in the roadway among the dead. A man saw a fellow who was attempting to rob her, and when he drove him away discovered signs of life and went to work to resuscitate her. I discovered her at that time. As soon as she regained consciousness I got her in a carriage and took her home. I saw several attempts to rob the bodies of the dead and injured frustrated by bystanders, So far as I could see there were no police present. After a time both my daughter and her friend. Miss Osborn, came

daughter and her friend. Miss Osborn, came home considerably used up. It was stated in the papers this morning that my daughter's leg was fractured. That is a mistake. She was considerably bruised about the lower part of the body, but otherwise she is all right. We lost all our umbrellas, hats, caps and everything else, but, all things considered, feit that we were very fortunate in coming out as well as we did."

Katie Maher, of No. 432 Pearl-st. age twenty, said that she beard a acream and then somebody cried out that the Bridge was falling. The next thing she knew ahe was knocked off her feet and was lying at the toot of the stairs with a dozen people on top of her screaming and groaning. She was taken out by some unknown man and was soon able to find her way home. She feared that she had received internal injuries, but was able yesterday to go to word.

ceived internal injuries, but was able yesterday to go to word.

Lester M. Requa, the six-year-old boy who, with his little sister and grandfather, was in the jam, was out at play when Thie Tribunk reporter called at his father's house. No. 62 Hor-tio-st.

Mrs. M. Boyle was suffering from a severe pain in the chest, brought on by the crushing she underwent on Wednesday. She said: "I am a timass of bruises and contusions. I hope I shall never have another such experience. I was with Mrs. Margaret Gallagher and we were just returning from a trip across the Bridge. How the thing commenced I haven't the slightest idea. I was about twenty feet from the steps when I heard sorrains and shouts. The crowd behind us pressed forward and I was lifted off my feet and carried towards the steps. The crow a was jammed so tight that it was impossible to move. teel and carried towards the steps. The crown was jammed so tight that it was impossible to move, and I had almost lost consciousness before the steps were reached. I think that I was hurt more in the press then than I was after I fell and was trampled on. I lost consciousness as soon as I fell, and the next thing I knew I was on the readway my clothes torn almost off of me and my face covered with blood. The doctor says that I have received no internal injuries, but I have a constant pain in my chest which gives me a great deal of uneasiness."

Sarah Gaertner, of No. 27 Suffolk-st., age fourteen and Annie T. Goldstein, of No. 59 East Broadway, were on the Bridge together and were considerably bruised, but both of them were out yesterday and showed no signs of injuries beyond a few black and blue spots.

THE CORONER'S INVESTIGATION.

Coroner Martin was seen at his office yesterday by a TRIBUNE reporter, and in reply to an inquiry as to what imediate action he would take, said:

"I shall do nothing officially until Saturday morning at eleven o'clock, when the inquest will be held. Last night, as you know. I impacelled a jury and they viewed the remains. You can readily understand that as I am connected with the affair in an official way as Coroner, I do not feel at liberty to state my views on the subject to any one. Nevertheless I have formed a pretty decided opinion already as to where the blame lies. I shall sift the whole matter thorough'y and see that the blame is whole matter thorough'y and see that the blame is placed upon the right shoulders, whomseever they may belong to. I shall subpœna all the Bridge Trustees and the Carlo fleials, besides as many of the witnesses of the accident as I can obtain. It is a terrible thing and demands the most searching investigation. I crossed the Bridge this morning and made a careful examination of the scene of the diseasor. I shall have the jury conducted there also, that they may be thoroughly familiar with the spot before any witnesses are examined. I feel that I have a heavy responsibility, and I can assure you I do not mean to abirk my duty, however painful that duty may eventually prove to be."

INEFFICIENCY OF THE BRIDGE POLICE. A TRIBUNE reporter yesterday while walking part way over the Bridge had a talk with a Brooklyn man who has crossed the Bridge many times in the past week. In the course of the conversation the latter said: "No one can leave the streets of Brooklyn or New-York and go on the Bridge without at once observing the marked contrast between the appearance of the Bridge policemen and that of the city officers. The former are lighter in weight on the average than the employes of the elevated roads. They are, as a rule, short, slight-built men. young in years and, if one can judge by their faces and manner, lacking in coolness and judgmentthe qualities most needed in a moment of a panic. Then, too, they haven't the burly physical strength which is so necessary and, when coupled with coolness, is so effective in overawing a turbulent crowd. Why you couldn't see the tops of their heads in throng. An officer in such a position needs brute force to back up his word of command, and at times few vigorous raps with a club are a positive mercy. These men on the Bridge have none of these qualities. There is absolutely nothing in their appearance which would inspire obedience or respect for their authority. Besides, some of them are illbred fellows. I have seen some of these fellows in midday deliberately squirt a mouthful of tobacco juice in the middle of this smooth wood walk-a disgusting sight to every decent man and a terror

"All these traits may seem unimportant, but they are interesting as showing the character of the men into whose care thousands of people are entrusted daily; men who at a supreme moment of danger like that of yesterday lose their heads, because there is nothing in particular in them, and who add to rather than allay the confusion. To my mind the Bridge needs as good a police force as any street in either city-better, in fact, for the danger is greater than in any street, owing to the impossibility of escape in case of a panic. I think, too, that the force ought to be a part of either the New-York or Brooklyn Department, subject to the same rules Brooklyn Department, subject to the same rules and the same discipline, and composed, not of rough-looking, young brainless fellows, responsible only to Mr. Martin, but of tried and trusted members of the regular force; men of strength, nerve and coolness who know enough to forcee a possible jam and to work effectively to prevent the conditions which lead up to it. Such men cannot be obtained for \$2 a day, but they can for \$3, the average price paid to a city policeman.

"Another danger that will have to be borne in mind is the possibility of a serious accident on either roadway from a runaway. I saw two horses break away from a baronche has Saturday evening and desh madly along the roadway from Brooklys.

This secident was nearly in the middle of the Bridge and was caused to some deraugement of the harness. I believe; but a similar one might be brought about by a variety of causes—the fiapping of the sails of a vessel beneath the Bridge of the boarse whistle of a Sound steamer. It is frightful to think of what might happen if a pair of horses should dash down the grave into Chatham-st. or Sands-st. And such an accident, too, might cause a jam and a panic among those in the promenade.

"Mr. Martin probably thinks to-day that it is far easier to build such a bridge than to manage it. I see he is quoted as saying that the police force was supposed to be big enough to keep people moving "in the direction they desired to go." That seems to me a remarkable statement, for everyone who has been on the Bridge on a holiday knows that nine out of ten of the people don't want to go anywhere except to the highest point on the Bridge. Once there they want to stay there and see the sights. They are vastly different from the travellers on ordinary days who are going to or from New-York and are in a reasonable hurry to get across to their business or their dinner. Such crowds of sight-seers and would-be losterers must be expected on Sundaysand holidays—the only days, in my opinion, when there is anything to be feared in the future,"

INQUIRIES AT POLICE STATIONS. The Oak Street Police Station presented a curious scene yesterday. In one corner of the sergeant's office lay a miscellaneous heap of clothing. There were hats of all sorts and shapes-straw hats, felt hats, stiff hats and soft hats, all battered and all crushed and dusty. Over the railing in front of the sergeant's desk hung a dark blue dress almost uninjured. Boots and shoes there were in abundance. A score of umbrellas and broken canes were stacked in one corner, and handkerchiefs, some of them bloodstained, odd gloves, a child's wee dress, and scraps of feminine apparel, completed the list. From time to time men and women would enter the station in an aggressive sort of manner, generally accompanied by a friend or two, and demand some article, which they stated they had lost in the crowd. They were told by the sergeant to look over the heap and pick out what belonged to them. In some cases they were successful; in others the reverse, but as a rule whether they recovered their property or not were loud in their grumblings. They seemed to think that the police were personally responsible for the damages their clothing had sustained or for the loss of it when they could not find what they were looking for. One young man came to look for an odd shoe which had been pulled off his foot. He said he had been pulled out of the crowd by the arms, and if his shoe had not come of he would never have got out, so tightly was his foot jammed. As it was he seemed to walk with difficulty.

Many inquiries were also made at the City Hall Police Station for lost property, and the sergeant on duty stated that rule the inquirers displayed much more eagerness and anxiety of mind than those unfortunates who came on the night of the horror to find out whether they were wileved, orphaned or childless. All jewelry and valuables have been sent to Poitee Headquarters, where some of it has already been claimed. An old man who stated he was a tobaccouist called at the City Hall Station and afterward at Police Headquarters to ask whether his son. August Rentry, had been found. He said the boy was eixteen years old and stated his intension of viriting the Bridge. He lives at No. 430 East Ninth-st., and had not been home all night. Clara Aschenbach, age twelve, of No. 225 Grand-st., and John McKeogh, age stt., of No. 173 Hester-st., were also reported at headquarters as missing. A THIBUNG reporter called at both places. Mr. Aschenbach, who keeps a grog-shop, said his little girl had gone out with Johnnie McKeogh, whose father is employed in the Post Office, and up to 10:30 on Wednesday night neither of the children had appeared. Later on they were brought home by two strangers who had found them on a ferry-boat crying for their parents. the inquirers displayed much more

A great deal of serious thought was given yesterday to the possibility of remedying what a great many persons are inclined to look upon as serious defects in the construction of the roadways of the Bridge. The steps down which the human avalanche poured and pounded the life out of the unfortunate wretches piled upon the landing and floor, came in for a large portion of indignant criticism. It was pointed out that they are of wood that has already been polished to a glistening smoothness by the feet of the walkers, and that they are at best very dangerously constructed. The rise at the New-York anchorage from the level of the mas-sive granite approach to the floor of the footpath is 9 feet 8 inches. It is accomplished by a flight of thirteen steps broken by a landing 7 feet wide. To a person standing at the top of the flight and looking down the steps they appear dangerously precipitous, and few persons would care to descend them without exercising great care.

The criticism of the steps, however, does not stop here, but goes to the existence of the stairs themselves. The dangerous character of a flight of steps in places hable to visitation by great crowds been recognized. Theatre corridors, by the bill introduced by Senator Browning in the last session and killed by the efforts of the attorney of the Fire Commis-sioners, were prohibited from being built more than one step above the level of the sidewalk at the street entrance, and the differences of level between exits from parquets and stage and the corridor were ordered to be overcome by gradients of not more than one foot in ten, with no perpendicular risers. Colonel Roebling and several of the Bridge trustees have admitted that the expediency of substituting an inclined plane for the steps was frequently discussed in the meetings of the trustees. Colonel William H. Paine, one of the engineers, said yesterday that the considerations which finally led to an adherence to the original plan of John A. Roebling were the danger which would result from the steep grade of this incline in wintry weather and the fact that the facilities for viewing the river from the foot-path would be lessened. The footpath at present is litted by the steps to within a few feet of the top chord of the truss continues parallel with the chord until tower is reached, when another rise is made necessary to lift the walk above the tramway so that the platform may surround the middle mass of masonry from which the arches spring. To construct an incline from this point down to the approaches on each side of the river would be entirely feasible even now, and would add 1 foot 9 inches in 100 feet to the grade. It is significant that the elder Roebling's plans never contemplated more than a small fraction of the foot traffic that has had to be accommodated ince the Bridge was opened. One of his draughtsmen said yesterday: "Mr. Roebling his draughtsmen said yesterday: "Mr. Roebling thought that there would be very little use for a footpath, and none of his plans gave the accommodations that the bridge affords. He put in the steps purposely in order that the view might be had, for ne used to say that very few people would ever use it to walk over on. To an American, time is money, said he, and arrued that nearly everybody intent on business would cross the Bridge in the cars. In all the old plans the footpath is contemplated as a lounging and sauntering place. It was called 'The Elevated Pleasure Walk,' or 'Elevated Promonade,' and it was expected that people would go there and spend hours in sight seeing. When the pian contemplated a narrow bridge he thought for a while of putting a foot walk along the outside edges of the wagonways, but that was because he had the space to rondway there was too wide for one wagon and too narrow for two. When the Bridge was widened five feet the ideal of footwalks along the road ways was abandoned, for then there was room for two horses. Every change that has been made has added to the capacity of the Bridge, and yet there does not seem to be room enough."

Colonel Paine, when asked whether a change in the footpath so as to obviate the sieps was practicable, replied: "Perfectly, and the question of cost would not be a great one. But if you began that path low down in the trus the people would have no chance for sight-seeing until they got to the towers and the result would be that they would all stop there and the difficulty of blockades would not be overcome. I cannot see a sure way to prevent the trouble unless relief comes from the cars, which will be ready probably so that we can begin experiments with them toward the end of June. The machinery is in place and so are the tracks except at the two ends in the station buildings. The switches, etc., for the Brooklyn station will be here to-morrow and those for the Kw-York end next week. In both cases they will be raid as soon as they are received." thought that there would be very little

CRITICISM OF THE BRIDGE POLICE. Inspector Byrnes said yesterday that he did not believe the panic on the Bridge was caused by pickpockets. L'etostive-sergeauts had been statio

the Bridge every day since the public opening, and they had not permitted any professional thieves to remain there. He thought the panic was a natural result of mismanagement. It was supposed, he said, that the Bridge authorities would provide enough special policemen to keep all the passages open, but it was evident that they had failed. Superintendent Walling said that in his judgment at least fifty policemen ought to be on duty on

ment at least fifty policemen ought to be on duty on the Bridge every day, and on holidays the force ought to be increased largely. "We were asked by the trustees," he said, "to provide officers on this side of the Bridge for a few days until they could make of the Bridge for a few days until they could make other arrangements. I believe the trustees are empowered to appoint policemen who have authority to keep order and make arrests, when necessary, on the Bridge. We cannot furnish enough regular patrolmen to keep order there because we are short of men now. On extraordinary occasions we could send policemen to assist in keeping order. I think the trustee ought to have appointed special policemen enough to keep crowds from collecting on the Bridge."

An officer familiar with the faces of professional offenders in this city and Brooklyn said there were large numbers of thieves and "roughs" on the Bridge during the afternoon and at the time of the disaster, and that to a rush made by them the fatalities were primarily due. One man, who was close by the first woman to fall, but who by some miracle escaped being buried under the mass of dead, dying and frantically struggling human beings, said that a thief tried to pick the pocket of the woman, and was only prevented from doing so by the crush,

which held its victims like a vise.

Police Superintendent Campbell, of Brooklyn, was asked by a Tribune reporter for an expression of his views as to the proper police arrangements of

the Bridge.
"It should be thoroughly policed by competent "It should be thoroughly policed by competent men," said he, "and these men should be selected from the force in the two cities. As to the number of men and other details I could hardly express an opinion, because I have had no occasion to investigate the matter. The Bridge should be put on the same basis as a precinct; in fact, it should be a precinct by itself. Then there should be plenty of men to afford adequate protection at all hours of day and night. They should have regular beats, the same as policemen on duty elsewhere, and they should have officers to see that they do their duty."

"Do vou consider Captain Ward, who has charge of the Bridge police, a competent man to do so more than the service?"

"That's a matter for the Bridge Trustees to decide. They could have found out all about Ward at this office if they had cared to give themselves the trouble. The record is a public one, open to inspection."

the trouble. The record is a public one, open to inspection."

"If there had been a competent force of policemen on the Bridge, properly handled, do you think that Wednesday's accident could have taken place?"

"I do not think that with a force of experienced men such a disaster would be possible. Aside from the inexperience of the force under Captain Ward, they have too long hours. No men can be as efficient who are obliged to be on duty twelve hours in succession. My men have six hours on duty and six off."

WHAT THREE NEW-YORK TRUSTEES SAY.

A TRIBUNE reporter called yesterday upon some of the trustees and engineers of the Brooklyn Bridge with reference to Wednesday's accident. The first gentleman whom he saw was Charles Macdonald, of No. 52 Wall-st. "It was a most terrible affair," said Mr. Macdonald, "but I really do not see quite how it could have been foreseen. The chief cause of it, or rather the one thing that made it possible, was the fact that the Bridge had been opened before the cars can run. Remember that it is only just recently that the public has begun to regard the structure as a bridge at all: it has hitherto been looked upon rather as a gigantic collection of cables and stones; few people realized that it was indeed a great high road, and all were inclined to make fun of it. How could the trustees then, looking at this apparent lack of appreciation, anticipate, the enormous crowds which have been passing over these past few days? They have astounded everybody like. Had we been able to foresee what was going to happen, we should never have allowed the Bridge to be opened until the full facilities for the transportation of the public were ready. But even as it was, the crowd was not really too great; it was not so large as it has been—and might just as well have happened on Fifth-ave, as on the Bridge." Do you regard the present distribution of the

available space as the best that can be made?" Yes; the arrangement was made before I was in the Board, but I always did and still do give my hearty approval to 16. The idea of the car lines was not in Mr. Roebling's original Bridge, of course; but as soon as the scheme took shape and was grasped in its full size, the present division of the space was agreed to without any dissentient voice. As soon as the cars are running you will see that there will be some diffculty in suggesting any

improvement in it as it stands," Adriance Bush, of No. 54 Wall-st., said that the present arrangement of the Bridge in all its particulars, with the five parallel times of rail, road and footwave, and the respective width of each, was finally settled something more than four years ago. "It had to be settled before the contract was given for the iron, etc.," he added, "and that was given soon after I became a trustee, some four years ago. Since then no serious alteration has been made, nor has it occurred to any one that it was open to improvement. There was a good deal of discussion on the question of the scale of the rapid transit part of it. At first we were only going to have light cars, and At first we were only going to have light cars, and when it was proposed to substitute heavy Pullman palace cars there was a lot of opposition in the board. It was feared that too much prominence was being given to that one section, but when it was satisfactorily shown that this increase would not in any way interfere with the foot or wagon ways and that no enlargement of space would be demanded for the cars, nothing more was said against it. We certainly never thought of enlarging the footway.

"Well, no," he continued, in answer to an increase from the reporter. "I do not know who was

against it. We certainly never thought of enlarging the footway.

"Well, no." he continued, in answer to an inquiry from the reporter. "I do not know who was responsible for the use of the steps instead of an inclined plane. As soon as the boarding was laid down, which was some time ago, we trustees used to walk backward and forward on it and speculate as to which would be the best. A great deal was said on one side and the other, but how or when or by whom the superiority of the stairs was determined on, I cannot say. Of course, we can only bitterly regret it now; but until yesterday morning I should still have advocated the present method."

"The stairs were preferred over an inclined plane," said Jonkins Van Schalck, at No. 32 Broadsit, "because the grade would have had to be very steep, and every one knows what a steep slope of wood on a wet or a frosty day is. It was after good deliberation that we agreed on having the stairs. All the plans for the distribution of the space and the entire arrangement of the several ways came from the engineers. We merely approved them. But we did approve them, and I do now. Now, of course, we can see that there was one emergency left unprovided for. But did you, for instance, ever think of such a panic occurring? Did the mere possibility of it ever present itself to your mind? The people do not realize yet how much time and thought have been spent over that Bridge—how we had to go over and over it, and add a rail here and a plank there wherever there seemed the smallest danger to the foot passengers. Mr. Martin has never thought of anything else for years. But now, of course, some alteration must be made; we must have more police, and I suppose, dividing rails up the middle of the foot-way, and I do not see why an extra foot-way should not be built over the cars. It would increase the weight, it is true, but then, you see the bridge is built to carry more taan twelve times any weight which the most crowded traffic, as it stands at present, could possibly put on it. Somethi

MAYOR EDSON'S OPINIONS. Mayor Edson said yesterday in answer to in

quiries on the subject of the Bridge disaster : "I have no official knowledge or the cause of the disaster. There is to be a meeting of the Bridge Trustees at 3 p. m. to-morrow, when the subject will be fully discussed and such action taken as may be thought necessary to guard against future accidents of the kind. After that meeting I will be better prepared to express an opinion on the sub-

"Do you think any responsibility attaches to the

Trustees for the accident " "I do not now see why they should be blamed The loss of life was the result or an accident and panic such as are liable to occur in any crowd. It is not clear to me that the trustees could have done anything to avoid it."

"Do you not think that the steps in the pathway are dangarous?"

"Steps are always a source of dangar in a walk,

and ought to be evertiled whenever they are accessioned preferable to an In the present case the engineers of slope were necessary for fast poin and I have not been able to see that

"Do you taken he police force on the mines rufficient?"

"Without a full knowledge of the facts I cannot tell. There ought to be a better disciplined force and no time should be lost in the matter. The Bridge is an important theroughbre, and most be well guarded."

"Will appointments of trustess to encough the New-York ment bere whose terms expire on Heturday be made this week!"

"No action will be taken in the absence of the Controller; he and the president of the Board of Aldermen constitute two of the three members of the appointing board. I have considered the Controller is not expected home this week."

THE LAST MEETING OF THE TRUSTERS. THE LAST MEETING OF THE TRUSTEES.

Notice was sent to each of the Bridge trustees
yesterday to the effect that a special meeting would
be held at the Bridge office this afternoon. In the
absence of Vice-President Kingsley from town the
notice was given by John T. Agnew, who
was recently authorized by the trustees to sot as
executive officer in the absence of Mr. Kingsley.
The meeting will be devoted to a discussion of the recent accident and of arrangements to prevent a

recent accident and of arrangements to prevent a recurrence of such a dieaster.

This will be the last meeting of the present trustees, as their terms of office expire on the first Monday in June. The successor of the trustees from this city will be appointed by Mayor Edson, Controller Campbell, and the president of the Board of Aldermen. In Brocklyn the duty of appointing the eight trustees devolves apon Mayor Low, Centroller Brinkerhoff and City Auditor Vocge. As the two last named are Democrate it is expected that they will agree to reappoint all the present Democratic trustees, Messen, Eddding Messers, Kingsier, Marshall, Slooum, Houell and Swan. The Republican trustees, Messen, Stranahan, Barnes and Witte, will also be reappointed, it is expected. The Eastern District of Brooklyn has not been represented in the body for more than two years, but it is not likly that any trustee from that part of the city will be appointed unless one of those now in office should refuse to act longer. It is said that General Slooum, who made strenuous efforts recently to secure legislative enactment to supersede the present trustees by a board of three, will refuse to serve longer. His duties as Congressman-st-Large will take him away from Brooklyn after January 1, 1884.

WILLIAM C. KINGSLEY RETICENT.

WILLIAM C. KINGSLEY RETICENT. William C. Kingsley, the vice-president of the Bridge Trustees, was out of the city on the day of the disaster. He returned yesterday afternoon and appeared unwilling to talk to reporters about the catastrophe. A TRIBUNE reporter saw him for a moment, as he stopped in his carriage in front of

the Brooklyn entrance to the Bridge.

"Mr. Kingsley, what will be done by the trustees in regard to the accident ?" was the first inquiry. "There will be a full investigation, of course, and the Coroner, also, will examine the matter," was the reply.

"What have you thought of in the way of needed precautions against future disasters ?"
"Well, for one thing, there should be a partition

in the promenade at the steps and other places where crowds accumulate."
"Should there not have been a larger and better

Mr. Kingsiev began to act as if he had just recollected a greesing engagement. He said that he could not talk fully about the matter, having just come back to town, and not having had time to make personal investigation.

TAKE AWAY THE STAIRWAYS.

TAKE AWAY THE STAIRWAYS.

To the Editor of The Tribune.

SIR: Take away the Bridge stairways altogether. This is a simple thing for layaen to say now. It should have been a simple thought in the minds of the engineers before. The public can now cry out sadly with the fact before them what those who should have known ought to have put in action when the Bridge was building. Your reporter's interview with Mr. Martin makes this idea an immovable fact. In answer to the makes this idea an immovable ract. In answer to tas question "How are you going to prevent such accidents in the future!" Mr. Martin says: "They might happen at any moment on the steps with the crowd passing at the rate of 200 a minute." Then again: "There is, I think, rate of 200 a minute." Then again: "There is, I think, no danger whatever at this point when the travel is all mone direction, unless there should be a panic, whea the danger would come from such causes as are always to be found when a crowd passes over a stairway." Mr. Roebling expresses his knowledge in similar thought. Since, then, we the unaccentific have obtained too late this expression of the scientific mind, let us see that this knowledge is carried into effect. Replace the stairways by inclined planes which, even though they should be more oblique than the rest of the roadway, would never cause such a deplorable calamity as that of yesterday. Yours respectfully,

New-York, May 31, 1883.

WAS IT AN ACCIDENT To the Editor of The Tribune.

SIR: Where men have done so much for the public and done it so well as has been done by the management of the Bridge down to the present dreadful mishap, it seems almost unkind to blame them now, especially as they must be all feeling as sadly about the matter as we do. But nevertheless it is a fact that the public have been looking for this very thing from the first day the Bridge was opened, and from exactly the cause which has produced it. One of this apprehension, on last Sunday, crossing the Bridge for the first time, as I neared the centre and saw an impending jam i immediately turned back. When the steps first caught my eye I was amased at their existence there. Why should there be any I an incline of easy grade could have been made just as well. It is these abominable steps and stairways at concert halls, these tres and school-rooms that are always causing disaster whenever a panic from any cause occurs as such places; and to put them on the Bridge, especially under all the circumstances, seems to have been one of those little tricks of the Devil that so often come in to upset common sense and make people miserable. The "block system" should be at once applied to the Bridge. Less men will be required to protect the public by this plan and perfect scourity obtained.

New-York, May 31, 1883.

DENOUNCING BRIDGE MISMANAGEMENT

To the Editor of The Tribune. SIR: Permit me to unite with those who denounce the blundering mismanagement which caused the slaughter of the innocents at the Brooklyn Bridge yesterday. The trustees should be the first to see that financial relief is immediately guaranteed those who are in helpless want, in consequence of their negligence. The manner of construction and plan of the entire pathway over the Bridge are faulty. When crossing it the most indifferent must be impressed with the defective arrangements. And yet a whole week's notice has not been sufficient to cause any apparent official action to be taken in the matter of affording adequate relief. The Bridge should be closed at once, unless it can be properly managed. Brooklyn, May 31, 1883.

A DIVISION RAILING DEMANDED.

To the Editor of The Tribune.

Sin: In the light of the late terrible accident on the Brooklyn Bridge permit a subscriber to ask this question: Is it not possible for the Brooklyn Bridge to be arranged so that the path for pedestrians will be divided by a secure high iron railing into a western-bound and eastern bound track so that those going from bound and eastern bound track so that those going from New-York to Breoklyn must perforce always keep to the right or western side, and those coming from Brooklyn shall keep also to the right, or eastern side! Of course, there could be gates of admission every 500 feet, say, to where a policeman could be stationed, if necessary, to let anyone through who desired to return to either side before crossing the whole distance.

No. 20 Fifth-ave., May 31, 1883.

A SUBSTITUTE FOR STEPS. To the Editor of The Tribune. SIR: Why do they not ramp that portion of

the Bridge where the steps now are 1 in England it is obligatory, by law, to ramp, not step, platforms at stations where the multitudes congregate.

\*\*New-York\*\*, May 91, 1883. OUTLETS TO THE ROADWAYS. To the Editor of The Tribune.
Sin: All danger from overcrowding on the

Bridge can be easily prevented by building a few steps at, say, every 100 feet on the footway and building pass-ageways securely railed across the top of the railroad and then steps down to the roadway, chains to be and then steps down to the Foadway, chains to be attetched across the openings and a policeman stationed at the top of each stairway so that the public would know where te find them. This is the easiest and staplest plan to alloy passengers to reach the readway from the footpath in case of a panic such as yesterday's.

No. 400 Broadway, New-York, May 31, 1883.

WIDEN THEATRE ALLEY.

To the Editor of The Tribuna Sig: As several of your correspondents are offering plans to relieve travel in the vicinity of the Bridge, allow me to suggest the widening of Theatre alley and its extension to Fulson-st. This could be done now at little expanse, and would relieve both Parkrew and Manasan-st, Yours, etc., How-York, May 31, 1883.

The single oyeglass is worn by the theory is that to our see with sub-oye than to one comprehens. Herr Grant 1